

RUSSIA'S NEW RAILROAD PLAN

A LINE THROUGH PERSIA TO
BRITISH INDIA.English and French capital is also called
upon—Earlier Project Voted for
Fear That It Would Arouse Protests
From the British Foreign Office.

St. Petersburg, Nov. 29.—The project of forming the middle link in a continuous chain of railroad from Calcutta to Bombay has captured the adventurous imagination of Russians. The spirit that impelled them to success with their Siberian and central Asian railroads is reawakened unexpectedly. Its encouragement in recent years is readily accounted for. Carried beyond reason, it had landed Russia in the disreputable mixture of private company speculation and ostensible high policy that precipitated the ignominious war of six years ago.

A member of the Imperial Geographical Society who is on the committee of "preparatory studies" for organizing the project that Russians shall take in the international project of surveying, constructing and financing the railroad has given this St. Petersburg a remarkable outline of what has brought about the launching of the present enterprise and what is expected to be done. Two widely remote events have had an important bearing. The Russo-Japanese convention in so far as it seemed to make Manchuria a region to be exploited by the two Powers to the virtual exclusion of the rest of the world has been promptly countered by the action of American bankers and the Washington State Department in securing for China a large loan, in which European houses have taken a share, to be applied in developing Manchuria in the interest of China herself and of those countries which refuse to have their business prospects obstructed by the Russo-Japanese convention. That has helped greatly toward deciding Russia not to look for any special sphere of influence for railroad work in China's great semi-detached province.

Next there is the indefinite postponement of the scheme of an east to west railroad from south Russia to the Arctic, giving the Slavs at last their "warm water" port. Apart from the ascendancy that German-Austrian influence has now secured in the direction of Turkey's affairs the belief prevails here that racial and social disorder in European Turkey and the provinces north of it is going to be so bitter and prolonged that any constructive work in the way of railroading would lead only into a hornet's nest. The longing for some great productive enterprise leading out beyond Russia's frontier which is so strong among many of the best Russians has had to seek yet again for an opening. It is thus that the possibilities of Persia are brought forward. The sponsors of this undertaking include Nicholas Homiakoff, the last speaker of the Duma; Mr. Timiriaeff, the last Minister of Commerce, and the presidents of the Volga-Kama Bank, the Russian Bank for Foreign Trade and other establishments.

The central idea of the new trunk railroad dates from long ago. In 1888 Messrs. Homiakoff and Timiriaeff, with unofficial support from the Russian Government, proposed to go to Tehran and ask the Shah for a concession. At the last moment the State Department here pronounced a veto on the ground that the British Foreign Office would consider the railroad a hostile step directed toward India. The idea was dropped after Russia had made her formal protest to Persia against granting any kind of concession to any other Power.

The recent change in the European political constellation has helped to remove the Anglo-Indian hostility that thwarted the first scheme. The St. Petersburg adds, moreover, that German interests were satisfied during the interviews of the Czar and Kaiser at Potsdam and would take part in the scheme as the best means of making sure that their own Bagdad railroad should not get "blanketed" by complete freedom of action in Persia was formally promised to Russia.

A chief attraction in the proposed new railroad from Russia through Persia to connect with the northern terminus of the Indian railroad system is that no national revenue or taxation is to be applied to it. There will be as standing international headquarters an organization committee at Brussels of Russian, British and French representatives.

The length of the Persian section of the road from Enseli, on the south Russian frontier, to Nuchki, the northern railroad of the Indian system, is 1,150 miles. Across Russia from her western or Austrian frontier to Baku on the Caspian the existing length of line is 2,300 miles. The total distance from London to Bombay is 5,460 miles. At an average speed of thirty-three miles an hour the journey from London to Bombay could be made in less than six days, instead of as now in double that time. The section from Baku to Reshet, in north Persia, would be built by Russian capital, that between the south Persian frontier and Nuchki by British capital and the stretch within Persia itself is estimated to cost \$75,000,000, would be built by the international company which would have control of the working of the entire line. There are no special technical difficulties to be contemplated.

Conservative listeners prefer to regard the features of this great project as they are now outlined as the beginning of a very long story, but they by no means depreciate its seriousness at that account. Its sponsors are well respected men in Russia, in matters of general policy they are on friendly terms with Prime Minister Stolypin and Secretary of State Sazonov. Moreover the public blessings bestowed on the enterprise as a work of patriotism in the thoroughly monarchist newspapers go to show that the task of getting the Czar to see it in a favorable light has been successfully got over. Certainly there will be a prolonged period of preliminaries and reports of commissions before the physical work of engineering through the new region is begun, but as a token of Russia's intended activity in the constructive work of the world the railroad route to India is evidently intended to take first place.

ACADEMIC CONVENTION.
Y. Y. L. Freshmen Permitted to Cover Their Heads in Cold Weather.

The freshmen of New York University, who by sophomore mandate had to wear small skull caps, complained yesterday that it was hard to keep their heads warm during the cold spell. As a result of a meeting of the student body was called, and it was decided to allow the first year students to wear skating caps in December, January and February.

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DEADLY GRADE CROSSINGS.

Ex-Judge Cohen Says a Law to Abolish Them is Needed.

One of the speakers at a hearing held yesterday by the Public Service Commission on the plans for eliminating grade crossings on railroads operating in this city was former Justice William N. Cohen. "The law of this State in reference to existing highways and railroads is, in my judgment," he said, "the most cunningly devised and effective means toward inaction and toward a continuance of the present shocking condition. There is no power in any one or in any body of force or bring about the change from a death trap to a crossing. The Public Service Commission of this district has successfully endeavored in 1910 to induce the Legislature to change this law."

"I can see no reason why, as in Connecticut and in Illinois, there should not be a law compelling the railroads to abolish grade crossings at the rate of one for every fifteen miles of their entire routes per annum, or at the rate of five or more per annum, at a cost not exceeding a reasonable sum. I am suggesting this gradual process so that no railroad should be crippled in its finances by reason of any extraordinary expenditure in a brief period of time, but it is demonstrable that even if companies were called upon to make unusually large disbursements for the elimination of their grade crossings in a short time it would be without detriment to the stockholders. It would be a profitable investment to the railroads, instead of expending the money now expended in damages arising by reason of crossings at grade, the same sum of money were expended in their abolition."

DEATHS AT ODDS.

One Gets Six Cents Damage From the Other in \$10,000 Suit.

HACKENSACK, N. J., Dec. 14.—In the Bergen county court today John V. Roscoe sued to recover \$10,000 damages from John H. Demarest. Both are deacons in the North Hackensack Reformed Church.

There was a fireman's carnival on Labor Day and the two deacons were on the grounds during the afternoon. They had a quarrel. Demarest testified to-day that he lost his temper and called Roscoe a vile name. He also testified that he and the other deacon had played pinocle for money after the clock had struck 12 on a Saturday night. Roscoe admitted having played pinocle with Demarest for money on a Saturday night, but was the game stopped at 11:30.

Circuit Court Justice Black told the jury that as Demarest used the vile name of a retaliatory sense and not in an accusatory way Roscoe could not recover punitive damages. "Just use the common sense that any twelve sensible jurors would exercise in such a case," said Judge Black, and in a short time the jury rendered a verdict for the plaintiff to the amount of six cents. Roscoe's costs will be about \$30 and Demarest must pay about \$6.

WHEN GREEK MEETS GREEK.

Two Members of Societas Social Club Loose Philosophical Chain.

Garibio Javich of 428 East Seventieth street dropped into the Societas Social Club on West Twenty-eighth street yesterday morning to meet Nicophane Gamanos, a friend of his who is a porter and have a friendly game of cards. The contest did not take long, and when the game was over Gamanos found that he was the winner of ten cents.

"Pay up there!" said Gamanos, only he said it in Greek. "You won more than a dollar the other day from me and I paid you."

Other remarks followed, with the result that Javich charged from the place with a badly battered face and hastened to the New York Hospital for treatment. A warrant was the next thing, and yesterday afternoon Gamanos was in the Jefferson Market court charged with assault.

"Your Honor, he stopped all over my face," said Javich through an interpreter. "I said I don't doubt it from your looks," replied Magistrate Correll, who held Gamanos for trial under \$300 bail.

FELL UNDER CAR WHEELS.

Steamship Fireman Killed While Attempting to Steal a Ride.

William O'Hare, a fireman on the steamship Philadelphia of the American Line, which is lying at her pier at the foot of West Twentieth street, was killed by a freight train on Eleventh avenue yesterday. O'Hare with a fellow fireman, Duncan McMillan, tried to get on the train while it was in motion. O'Hare missed his hold and fell between the cars. He was caught by the brake beam and dragged along by the brake wheels until he was killed. He was about 35 years of age and was married.

McMillan called to Policeman Hall of the old West Twentieth street station to stop the train, and Hall seized a hickster's wagon, ordered the driver of his seat and whipped it in pursuit. He caught it at Eleventh street and shouted to the engineer, who brought the train to a stop. O'Hare was dead when a wrecking crew jacked up the car and released his body.

NOT SITTING JUST NOW.

Young Prisoner Gives the Court a Good Reason.

Leo Langesky, an eleven-year-old boy living at 41 York street, Jersey City, stood behind the sergeant's desk at the City Hall station in that city for more than six hours yesterday awaiting the arrival of his mother, in whose custody he had been paroled to appear in the juvenile court for examination on a charge of flourishing a revolver in the street.

"Why don't you sit down?" asked a lieutenant.

"Can't," replied the boy, as he shifted his weight from one pipe on his leg to the other. "I ain't set down since last Thursday. Dat day I asks me mudder for a cent and she says, 'Go along with you,' makin' a swipe at me and I backs up quick an' sets down on a red hot stove. Now I sleep I gotter lay on me stomach. Hard luck, ain't it?"

GUN MAN ACQUITTED.

He Shot Another Man Dead and Fired Four Shots at a Policeman.

FROM HOME TO HOMELESSNESS.

Miss Seifert's Relatives See Extreme Injury to the Deportation Law.

Ellis Island is pondering the literal enforcement of the law in the case of Miss Helen Olga Seifert, ordered deported to the port whence she came because she is mentally unbalanced. She was put aboard the Quebec Line steamship Korona on Tuesday for transportation to Barbados, where she had resided until October, 1909, and where she was born, but a writ of habeas corpus obtained by her brother William, a resident of Boston, took her back to Ellis Island.

The story of her case was told by a representative of the Lamport and Holt Line yesterday. She arrived here on October 5, 1909, as a first cabin passenger aboard the Verdi, bound for Boston to meet her brother. All the rest of her family, including a brother and two sisters, had left Barbados and were living in this city or Boston. Recently Miss Seifert showed symptoms of mental disturbance, and her brother sent her to a sanitarium in Massachusetts for treatment. The immigration officials of Massachusetts found that she was an alien and suspecting that she might become a public charge decided to send her back to Barbados. As all her relatives are living in America there was naturally nobody in Barbados to send her to except the Government of Barbados. The Lamport and Holt Line was informed that it would have to pay the expenses of Miss Seifert to her native island. It engaged passage for her by the Korona.

The other Seiferts engaged a lawyer and wrote to the Lamport and Holt agents here that they were willing to take care of Miss Seifert indefinitely and that they believed that she would be able to take care of herself later after proper treatment in a sanitarium. Sending her back to an island where she has no kindred would involve William Seifert said, the return of one of the family with her. Mr. Seifert said that the brothers and sisters of Miss Seifert were fully capable of taking care of her here in this country until she died. The case will be heard in the Federal Building to-day.

NO TRACE OF JUDGE.

Searchers for Missing Policeman Hear Many Rumors, but Get No Clue.

Many rumors, reports and clues have been received by the police since the disappearance of Policeman James J. Judge of the Bronx Park station, who has been missing since the first of the month. Already Lieut. Flanagan of the detective bureau and his men have searched the block in East Twenty-seventh street where Judge lived with lanterns on the strength of a bartender's statement that he saw the missing policeman near his home at 1 A. M. on December 3.

Last night a variant house at 113 East Twenty-fourth street was searched in the belief that Judge's body might be found there.

Policeman Hoffman yesterday reported to Capt. Burfield that he had heard of a policeman wandering about the neighborhood of Twenty-fourth street and Second avenue at about 2:15 on the morning of December 3. Hoffman says he looked about but could see no policeman, and then he continued downtown on the way to his home. At Twenty-third street, he says, he met another policeman, who confirmed a story told by a milkman of having seen an apparently intoxicated policeman in the neighborhood.

This policeman when brought before Capt. Burfield denied the meeting, and showed by his book that on that night he was assigned to post night blues below Twenty-third street. Hoffman stuck to his story, but after a time admitted that he might be mistaken.

SEEK MISSING FACTORY MAN.

Police Asked to Look for Gaston Ketcham of Wassaic.

Charles Wyman of Dover Plains, N. Y., had the police send out a general alarm yesterday for his brother-in-law, Gaston Ketcham, who is superintendent in a factory in Wassaic, N. Y., and has been missing since December 5. He had been visiting in Haverhill, Mass., and left his friends there December 5. He did not return to his home in Wassaic, where his wife and three children are living, and a friend told them that he had seen Mr. Ketcham at Forty-second street and Third avenue, New York.

Ketcham is 36 years old, 5 feet 3 inches tall and weighs about 160 pounds. His hair and eyes are gray and when last seen he wore gray clothes and gold rimmed eyeglasses.

CLEMENS HEIRS NON-SUITED.

Federal Court in Tennessee Finds It Lacks Jurisdiction.

CHATTANOOGA, Tenn., Dec. 14.—Lack of jurisdiction was responsible this morning for an entry of non-suit in the litigation in the Federal court over several thousand acres of land in Fentress county, the suit having been brought by the heirs of Mrs. James Clemens, the mother of the late Mark Twain, against the Fentress Coal and Coke Company and Bruno Berni. The case will be transferred to the District Court.

Among the documents in the case are a deposition by Mark Twain and a deed in which his name appears. His book "The Gilded Age" contains a description of the property in question; also the "Autobiography of Mark Twain" refers to the property.

HENRY C. DAVIS DEAD.

President of the Wisconsin Society Had Been Ill at the Waldorf.

Henry C. Davis, a broker connected with the Stock Exchange firm of A. A. Housman & Co. and president of the Wisconsin Society of New York, died early this morning at the Waldorf-Astoria, where he has lived since the hotel was opened. Dr. Francis Delafield and other physicians who were attending Mr. Davis held out no hope for him and members of his family were at his bedside. Mr. Davis was 61 years old.

Obituary Notes.

Joseph William Orr, son of the late John C. Orr of New York, died yesterday, in his twenty-seventh year, at his home in Cedarhurst, L. I. of Bright's disease. Mr. Orr was born in New York and attended St. Paul's school, Concord. He was graduated from Princeton in 1902. Three years ago he married Mary Wade of Philadelphia, by whom he is survived.

Vice-President Philip Van Orden of the Catekill National Bank died while seated in a chair at his home on King street, Catskill, at about 11 o'clock Tuesday night, death following an apoplectic stroke. He was for forty years connected with the Catskill bank.

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AMUSEMENTS.

NEW YORK'S LEADING THEATRES.

NEWAMSTERDAM 42nd St. Ev. at 8:15. Mat. 2:15. **MADAME SHERRY**

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NEW YORK Broadway 42nd St. Ev. at 8:15. Mat. 2:15. **Naughty Marietta**

LIBERTY West 42nd St. Ev. at 8:15. Mat. 2:15. **THE COUNTRY BOY**

ALMA Broadway 42nd St. Ev. at 8:15. Mat. 2:15. **THE PRIVATE SECRETARY**

LYCEUM 43rd St. Ev. at 8:15. Mat. 2:15. **THE IMPORTANCE OF BEING EARNEST**

GARRICK 36th St. Ev. at 8:15. Mat. 2:15. **THE SPECKLED BAND**

ANNIE RUSSELL 44th St. Ev. at 8:15. Mat. 2:15. **THE FOOLISH VIRGIN**

HUDSON 44th St. Ev. at 8:15. Mat. 2:15. **BLANCHE BATES**

CRITERION Broadway 42nd St. Ev. at 8:15. Mat. 2:15. **141st TIME COMMUTERS**

BIJOU 30th St. Ev. at 8:15. Mat. 2:15. **THE ONE REAL RIGHT OF NEW YORK**

THE NEST EGG 44th St. Ev. at 8:15. Mat. 2:15. **GRAND BENNY MCCOY IN THE ECHO**

GLOBE 44th St. Ev. at 8:15. Mat. 2:15. **BERNHARDT**

PHILHARMONIC SOCIETY OF NEW YORK. **TO-DAY** 4:30. **ASTOR** 42nd St. Ev. at 8:15. Mat. 2:15. **THE AVIATOR**

WALLACK'S Broadway 42nd St. Ev. at 8:15. Mat. 2:15. **MAY IRWIN**

ELLEN TERRY Broadway 42nd St. Ev. at 8:15. Mat. 2:15. **AMERICAN 22 ALL STAR ACTS**

REPUBLIC 42nd St. Ev. at 8:15. Mat. 2:15. **REBECCA OF SUNNYBROOK FARM**

MANHATTAN Broadway 42nd St. Ev. at 8:15. Mat. 2:15. **MURRAY HILL** Broadway 42nd St. Ev. at 8:15. Mat. 2:15. **THE GOLDEN CROOK**